MONTREAL

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THE INTERNATIONAL LIMITED

This celebrated train is the finest and fastest train in Canada, and is known as the "Greyhound of Canada." It runs daily between Montreal and Chicago, and the equipment is first class in every respect, and is electric lighted.

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Prince Edward Hotel
Brandon, Man.

Hotel Lake St. Joseph
Lake St. Joseph, Que.

For literature and information apply to the Company's offices:

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68 King Street, E., Toronto, Ont.
Union Station, Winnipeg, Man.
123 Hollis Street, Halifax, N.S.

See Canada First

Begin your vacation trips on the historic and picturesque St. Lawrence.

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PAST the beautiful coastal scenery of the upper St. Lawrence; through the garden of the North, the Thousand Islands, across the broad expanse of Lake Ontario to Toronto and Niagara Falls.

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Charmingly situated summer hotels under the Company's management at Murray Bay and Tadousac.

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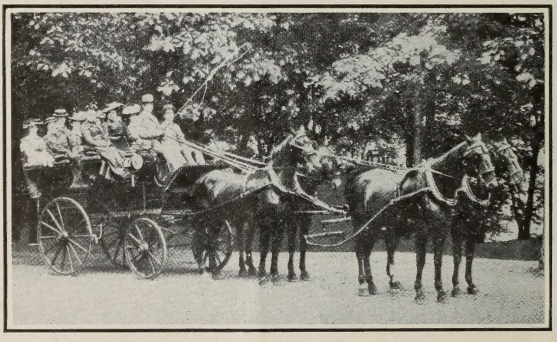

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MORNING TRIP.—At 10.00 a. m. the Tally-Ho Coach leaves the Windsor Hotel for the City Drive, stopping at all points of interest.

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Prompt Service ALEX. McGARR, Proprietor **Careful Drivers**

MONTREAL

PROVINCE OF QUEBEC

CANADA

Copyright, Canada, 1910, by Henry Miles.

MONTREAL, a city of some 600,000 souls, so named from the Mountain between whose base and the mighty St. Lawrence the city lies, is the commercial metropolis and national port of Canada. Situated at the head of navigation of one of the greatest of rivers—a river which drains a most fertile and generous land—Montreal is destined to occupy a foremost rank among the cities of the continent. In the year 1535, Jacques Cartier came up the St. Lawrence to where the city now stands, and found a large, well-fortified Indian town called Hochelaga. In 1611, Champlain established a trading-post and called it Place Royale. In 1642, Paul de Chomedy, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. Canada remained a French colony till the Treaty of Paris, in 1763, when Montreal became a British city.

Its growth in population has been consistent. At the time of the cession to Great Britain the city had only a population of some 3,000; at the beginning of the last century this had increased to 12,000 and at the present time she boasts of some 600,000 inhabitants.

Situated on the island of Montreal, the largest of a group of islands formed by the confluence of the Ottawa with the St. Lawrence river, one thousand miles from the open sea, its position is picturesque to a degree. Behind is the beautifully wooded Mount Royal, in front the majestic St. Lawrence, and in the distance the mountains of northern New York. Montreal is the head of ocean navigation, and the key to and from the great interior of the Dominion.

The Lachine Rapids above the city were first run by a steamer in the summer of 1840, by the side-wheeler "Ontario," afterwards known as the "Lord Sydenham." Running these rapids is a most exciting experience. Steamers descend daily.

Not only is Montreal the key to the great waterways of Canada, but it is also the chief railway centre of the Dominion.

To facilitate direct railway communication with the city two magnificent bridges span the St. Lawrence. The Victoria Jubilee

Bridge, a wonderful structure opened for traffic by the Grand Trunk Railway in 1860, by His late Majesty King Edward VII., then Prince of Wales, is a double-track steel open-girder bridge, with carriage-ways and foot-walks on either side of the main trusses. The Montreal and Southern Counties Railway also operates an electric line over this bridge between Montreal, St. Lambert, Montreal South and Longueuil, making a delightful trip during the warm summer days. The Canadian Pacific Railway bridge, at Lachine, is also a triumph of engineering. The Canadian Northern enters the city from the east over the Back River and is constructing a large bridge over the Ottawa for the entrance of the western lines.

Ocean steamships run direct between Montreal and British ports, as also to several Continental ports. Ocean tonnage, 2,690,-535 tons; Inland, 5,703,467 tons.

The Harbor of Montreal, situated on the north side of the River St. Lawrence, has seven miles of wharfage accommodation, and this is being constantly increased. The revetment wall is a magnificent piece of granite masonry running along the river front and securely protecting the city from inundation.

The City's Foreign Trade.

Montreal's trade with foreign countries has grown very fast of late years, the short route to Europe *viâ* the St. Lawrence meeting with universal commendation of trader and passenger alike. Montreal is the great export centre of the continent for dairy produce and grain.

The exports from the Port of Montreal for the year 1913 amounted to $73,157,247.00, and the value of the imports to $145,629,791.00. The Customs duty collected at Montreal for the year ending March 31st, 1914, amounted to $24,732,198.57.

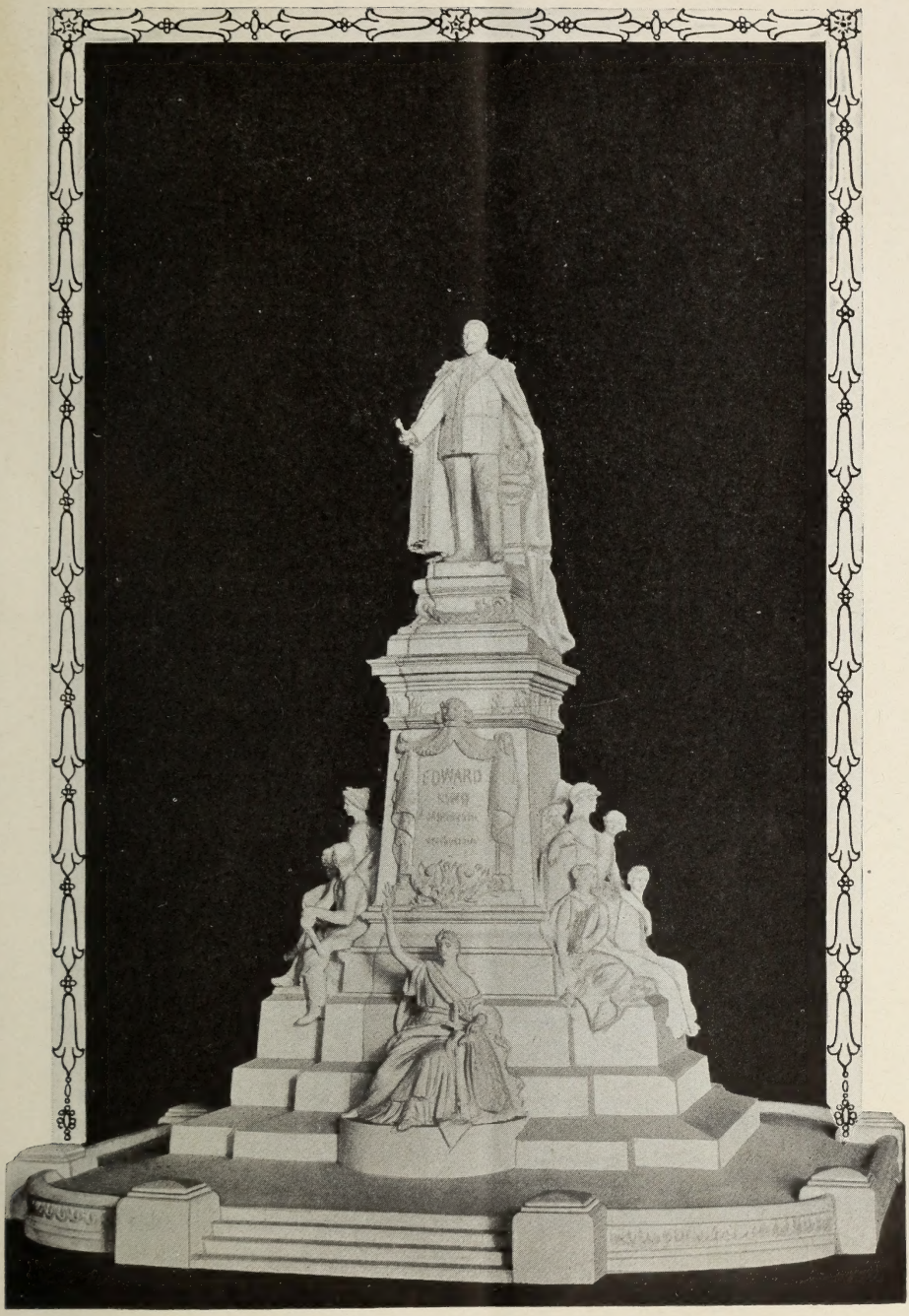
Built chiefly of limestone, of which there is an inexhaustible supply at hand, Montreal's public and private buildings wear a look of stability, comfort and wealth. Many of its private residences, university buildings and churches are magnificent examples of architecture.

Montreal has many pleasure grounds, and its parks and squares are laid out with good taste. There are three large public parks—Mount Royal, St. Helen's Island and Parc Lafontaine.

Montreal's Pleasure Grounds.

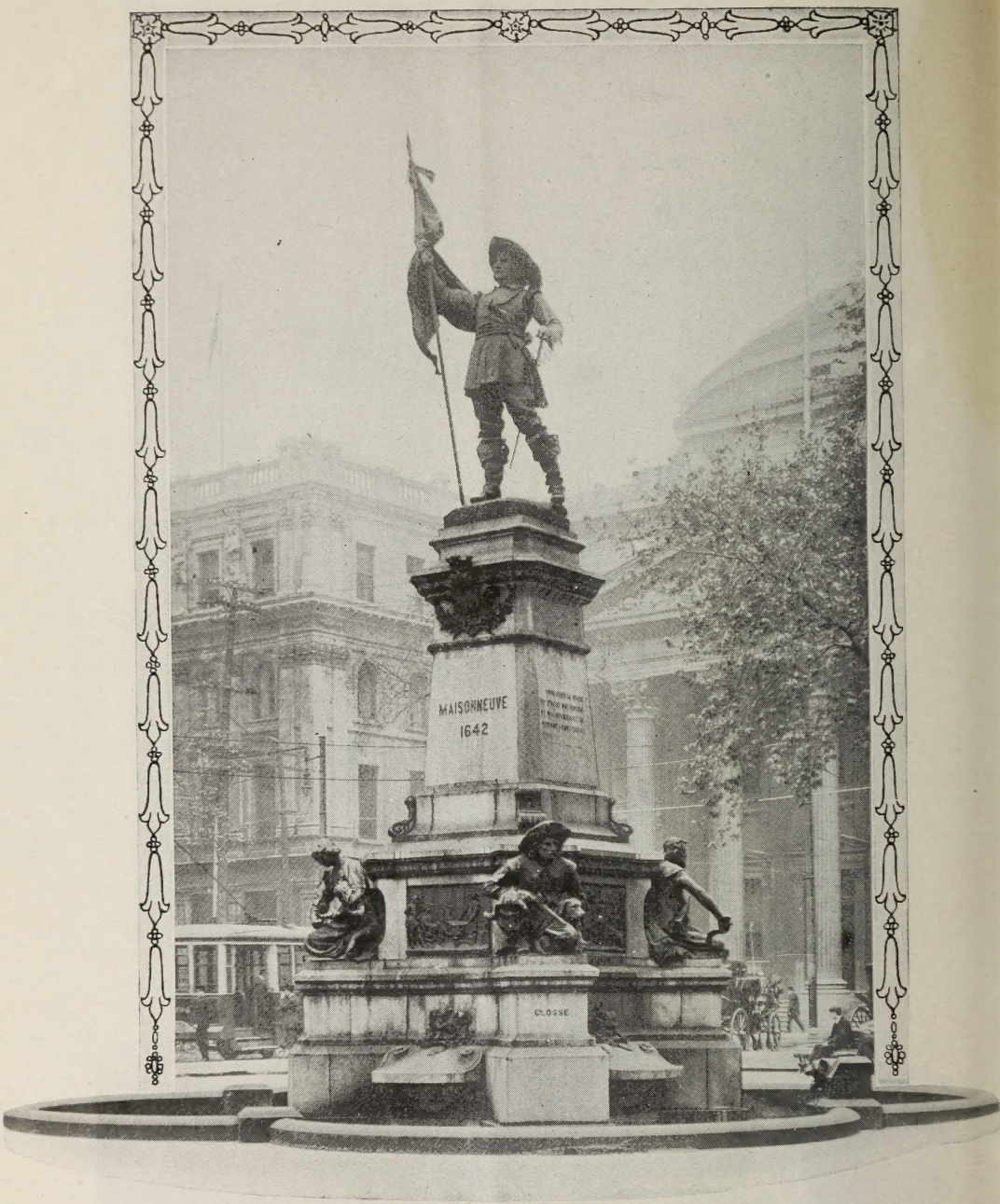
Mount Royal is an ideal crown for a city. Rising directly behind the city, it is covered to the summit with beautiful trees; a most enchanting panoramic view of the city and the surrounding country is obtained from the "Look-out."

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as a park contains four hundred and sixty-four acres.



MONTREAL'S MONUMENTS

Monument to King Edward VII. on Phillips Square, which is to be unveiled this summer.



MONTREAL'S MONUMENTS

Monument to de Maisonneuve, on Place d'Armes.

Unveiled July 1/95

Alongside the Protestant Cemetery, to the south, on another face of the mountain slope, lies the Roman Catholic Cemetery.

The Park on the Island of St. Helen contains 128 acres. It was named by Champlain after his wife, Hélène de Bouilli, and bought by him with her dowry.

Place Viger is situated on Craig street. Opposite this square, on Craig street, stands the Canadian Pacific Station and magnificent Place Viger Hotel.

The area of the city is 26,121 acres.

The parks and squares reserved in the various districts of the city and St. Helen's Island have a total area of 850 acres, and have an estimated value of $15,000,000. Powerful engines raise the water of the river to two reservoirs on the side of the mountain. The streets of the city cross one another at right angles, and the mileage of the same exceeds 470 miles, and the electric tramway lines have 225 miles of (single) tracks. The taxable property is valued at $791,813,245.00 and the value of exempt property is $180,750,146.00. Amount of City Revenue for year 1913, $10,-817,698.00.

Visitors to Montreal should call early at the Tourist Information Bureau, No. 4 St. Lawrence Boulevard. In this office one can obtain serviceable direction towards enjoying the stay in the city. A Register is kept here of private accommodation available. Information will be given in regard to all the hotels, places of amusement, trips in and about Montreal, etc. Ask for the leaflet issued by the Montreal Tramways Co., entitled "Trolley Trips in and about Montreal." This enables one to get about with greater facility and without needless loss of time.

Read the Cab Tariff which is inserted at the end of this booklet.

Directions for shopping in the city will also be furnished in the office maintained by the Montreal Business Men's League. The service of the office is free to strangers. Tourists are invited to use the address—Montreal Business Men's League, 4 St. Lawrence Boulevard, Montreal (Post Office Box 1605), for telegrams or letters. Mail will also be forwarded as may be desired.

Aside from the many attractions Montreal has to offer the tourist within its gates, also may be mentioned the splendid opportunity the city offers for short outings by water.

Fishing and hunting in Canada is an inexpensive sport, as compared with other sections of the continent, particularly if it is gone about in the right manner.

Within a ride of an hour or two of Montreal, black bass, doré

and maskinongé fishing can be obtained which would warm the heart of the average angler.

To the north of Montreal in what is known as the "Laurentian Lakeland," are literally hundreds of lakes which abound with fish.

In the autumn, red deer, partridge and duck also abound in this section.

The Province of Quebec is governed by a Lieutenant-Governor, a Legislative Council and a Legislative Assembly. The first two branches named are appointed, and the members of the Assembly are elected by the people. The Honorable Sir Lomer Gouin, Prime Minister of the Province, is recognized by French and English alike as a man of great ability, with sterling principles of honesty and integrity, he brings with this position a great honor to the commercial metropolis of Canada, of which he was for many years a resident and representative.

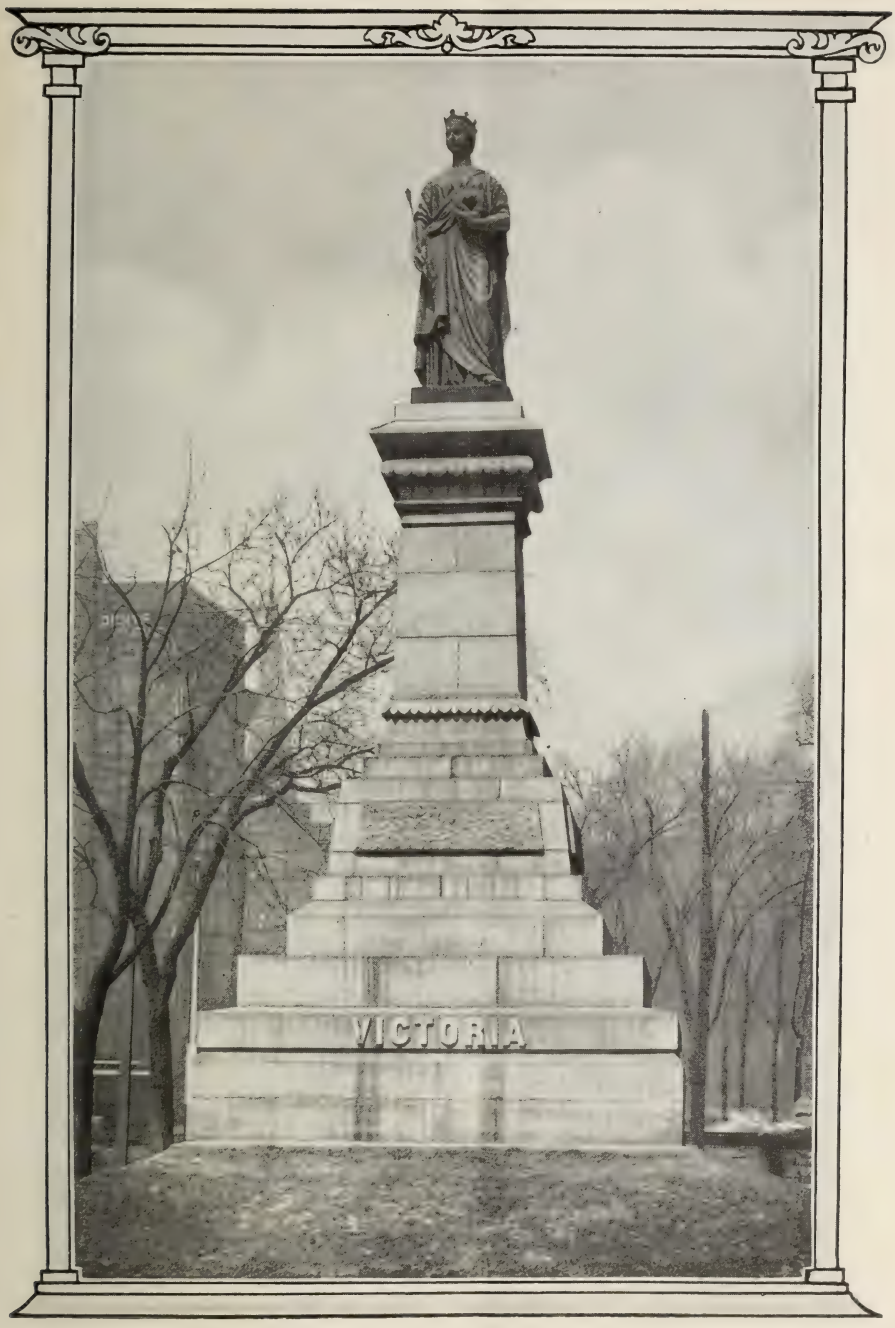
The City of Quebec is beyond description. It is unique among the cities of the continent. To one coming from the busy West and South, everything here is strange and new, for despite its commercial progress, the past and present seem inseparably interwoven.

With railway lines and water routes stretching more than half way round the world, and with an army of over 90,000 employees, the Canadian Pacific Railway Company has its headquarters in Montreal.

The Company's operations are world embracing, and by its own ships and trains the journey can be made between Great Britain and Hong Kong, a half circuit of the globe. All the provinces of the Dominion are gridironed with its branches, and every important point in Canada and the United States may be reached by the Company's trains and their connections.

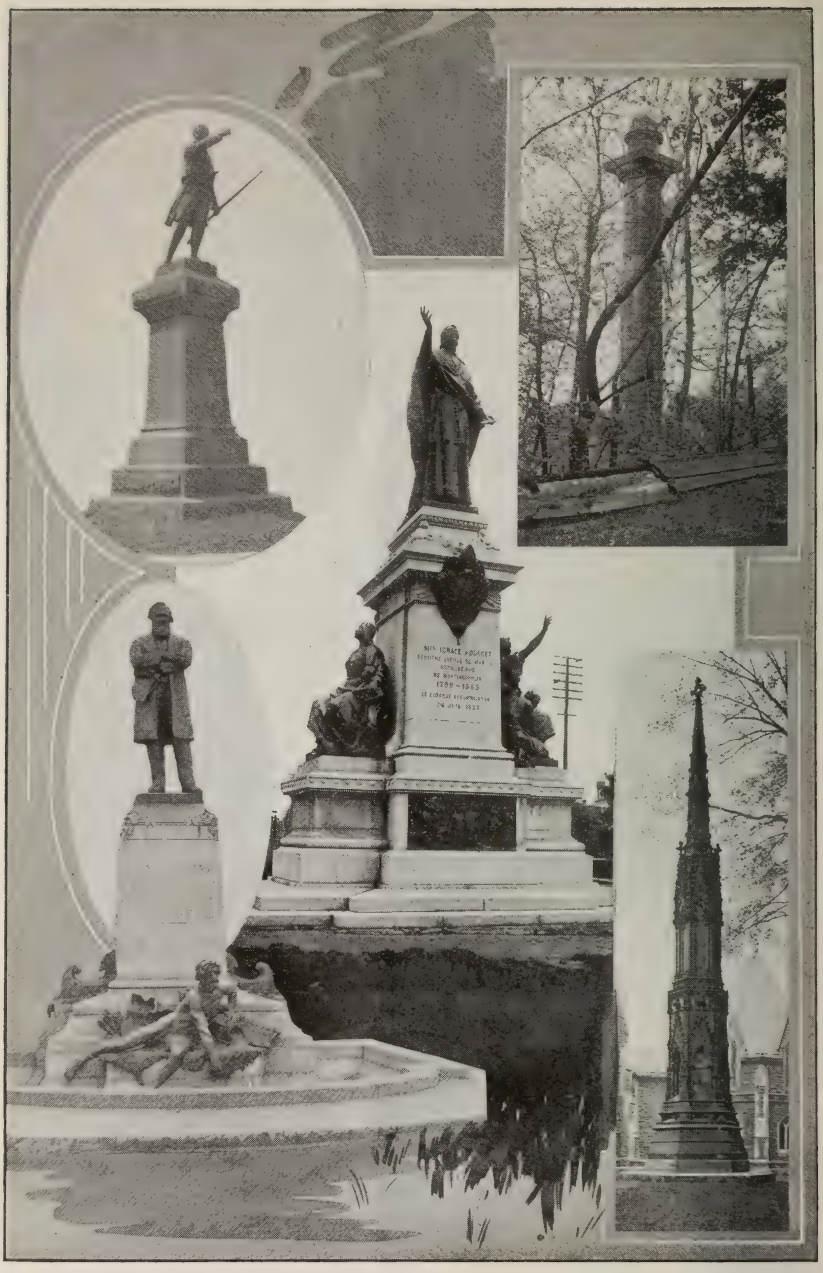
From the Windsor Street Station—a massive stone structure in which are the head offices of the Company—trains run eastwardly to the Atlantic Coast and westwardly to the Pacific. St. John, New Brunswick, Halifax, St. Andrew's-by-the-Sea, and other places in the Maritime Provinces, and Boston, New York, Portland and the many summer resorts of the Atlantic; to the west, the Kawartha Lakes, Toronto, Hamilton, Muskoka Lakes, Georgian Bay, Pointe-au-Baril, Niagara Falls, Buffalo, Detroit and Chicago, and on the main transcontinental line, Caledonia Springs—a favorite health resort—Ottawa, Winnipeg and to the west Vancouver and Victoria are reached by the Company's trains.

The Soo, St. Paul, Minneapolis and the Western States are also brought in close contact by the "Soo" trains which arrive at and leave the Windsor Street Station.



MONTREAL'S MONUMENTS

Monument to Queen Victoria, on Victoria Square.



MONTREAL'S MONUMENTS

Monument to André Chenier

The McTavish Column

Monument to Mgr. Bourget

Monument to Hon. John Young

Bishop Fulford Memorial

1903.

From the Place Viger Station the trains of the Canadian Pacific run through the Laurentian mountains—a rare restful region in the summer months—and to Ottawa along the north bank of the Ottawa river. Other trains connect Quebec—that unique piece of European mediævalism in a western setting which no tourist to Montreal should miss seeing—with Montreal.

The grand resort of the sportsman—the St. Maurice, lying between Montreal and Quebec and New Brunswick—is also traversed by the line of the Canadian Pacific Railway, and from either station

Canadian Pacific Railway Place Viger Station.

in Montreal the Great Gatineau Valley and the Temiskaming—other regions with superlative attractions for the canoeist, the hunter and the angler—may be reached.

Besides the mileage of over 17,000 miles of railway, the Canadian Pacific has magnificent fleets on both the Atlantic and Pacific oceans.

On the Atlantic the service is between Liverpool, Bristol, Antwerp and Trieste and Quebec and Montreal in summer, and in winter, Halifax, N. S.

On the Pacific from Vancouver and Victoria the Company's ships steam to Japan, China and Hong Kong, and to Australia by way of Honolulu, the Fiji Islands and New Zealand. Two new steamships, "Empress of Russia" and "Empress of Asia," have been added to the trans-Pacific service. They present the last word in luxury and comfort in ocean steamships, and hold the record for quickest trans-Pacific trip.

The Place Viger at Montreal, is only one of the many hotels owned and operated by the Canadian Pacific, and the excellent accommodation the traveller finds here is also to be found at St. Andrew's-by-the-Sea and MacAdam Stations in New Brunswick, at the Château Frontenac at Quebec, at the Royal Alexandra at Winnipeg, at the Hotel Palliser at Calgary, at Banff, Lake Louise, Field, Emerald Lake, Glacier, Revelstoke and at Sicamous in the Canadian Rockies, at Balfour on Kootenay Lake, at Penticton on the Okanagan Lake, and at Vancouver and Victoria on the Pacific Coast; the "Empress" at the latter city being, in the words of an American journalist, "the finest hotel on the Pacific between Alaska and Peru."

Building all its own rolling stock, the Canadian Pacific's equipment is naturally very superior.

In connection with its lands the Canadian Pacific operates an irrigation, ready-made farm and loan scheme which is very beneficial to settlers.

One great feature of the Canadian Pacific, whether on land or water, is the excellence of its service.

Inseparably associated with the early history of the Dominion, and the primal factor in her subsequent progress and development is the Grand Trunk Railway System, which is indeed her pioneer railway, having been incorporated in 1852.

The system as now composed consists of 3,949 miles in Canada, in addition to which it has a mileage in the United States of 1,386 miles. The eastern termini of the main lines are at the City of Quebec; at Portland, Maine, and at Rouses Point on Lake Champlain, and the line extends from the first named point along the south shore of the St. Lawrence river to Richmond, where it joins the line from Portland, thence running westerly, being joined at St. Lambert by the main line from Rouses Point, and crossing the St. Lawrence at Montreal over the world-famed Victoria Jubilee Bridge.

From Montreal the line continues westerly to Toronto; from thence, with diverging line to the south and west to Niagara Falls and Buffalo, to Windsor and Detroit, and to Sarnia and Port Huron, and northerly to Lake Huron and the Georgian Bay, and through the now famous "Highlands of Ontario," to North Bay. The Grand Trunk is sometimes known as the tourist route in Canada, this company having done more to open up and advertise the many famous resorts in the "Highlands of Ontario" than any other interest. 878 miles of the Grand Trunk Railway System's main line is double tracked, and it is the only double-track railway in Canada reaching the principal centres.

MONTREAL'S MONUMENTS

Monument to Jacques Cartier — Monument to Ship Fever Victims

Obelisk Marking Landing-place of de Maisonneuve

Monument to Mlle Jeanne Mance — Nelson's Column

MONTREAL

Monument to Sir Georges Etienne Cart

NUMENTS

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is to be unveiled on September 7th.

The commercial importance of the system has been raised to the pinnacle of success during the last few years.

The Grand Trunk is now the longest continuous double-track line in the world under one management.

The weight of steel on the main line has been changed from 60 pounds to the yard to 100 pounds.

The Grand Trunk Pacific Railway, of which 4,672 miles is completed, is now fast becoming a factor in the carrying of travel and trade from ocean to ocean. They are now operating trains from Westfort (Fort William) on Lake Superior to Prince George, B. C. The last spike in the main line of the Grand Trunk Pacific

Offices of the Grand Trunk Railway System and of the Canadian Express Co., Montreal.

was driven in April this year, and it is at present expected that by August through trains will be in operation through to Prince Rupert, the Pacific Coast terminus. In addition to the main line, regular service is being operated on a number of branch lines, tapping Calgary, Regina, Mirror, Yorkton, Battleford, Moose Jaw, Wakaw, Lovatt, Leverna, Canora, etc., and 337 miles of line running east from Prince Rupert, B. C., is now in operation.

The Grand Trunk Pacific is considered to be the finest new railway ever constructed in America, and with all new equipment it affords best possible service.

In addition to their rail service, the Grand Trunk Pacific have established a line of steamships between Seattle, Victoria, Vancouver, Prince Rupert, and Stewart, B. C.

This new line opens up a vast, fertile area in Northern Ontario, and new districts in the Prairie Provinces, and will shorten the run around the world by a week.

Naturally, a railroad system with such a mileage and with such varied connections offers a wide range of attractions to the tourist, every taste finding something to satisfy it. The vast expanse of inland seas, the varied beauty of wooded islands, the shimmering loveliness of lonely lakes, the foamy attractions of rapid streams, the charms of tree-clad hills, the grandeur of snow-clad mountains, and the awe-inspiring Niagara Falls are all found along this line.

One of the finest structures in Montreal is the general office building of the Grand Trunk Railway System, on McGill street, and which is well worthy of a visit.

The Ottawa division of the Grand Trunk from Montreal to Ottawa, and thence across to Parry Sound, carries the tourist through the famous Algonquin National Park of Ontario. This park is a reservation of over two thousand square miles, set apart by the Ontario Government for all time to come "for the benefit and enjoyment of the people." It is one of the most remarkable regions of lake and stream, primeval forest and rock that can be found anywhere. It is a great game preserve and a fisherman's paradise.

The Grand Trunk System is constructing a chain of palatial hotels at important cities on its line from the Atlantic to the Pacific, the Château Laurier at Ottawa being the first of these to be completed and put into operation. It is without doubt the finest hotel on this continent, not only architecturally, but also in regard to its general appointments. The Fort Garry at Winnipeg was opened to the public last fall, and this season the Macdonald, Edmonton, will open its doors. The qu'Appelle, Regina, Sask., The Prince Rupert at Prince Rupert, B. C., are in course of construction and plans are also in hand for other hotels to be constructed in the scenic section of the Canadian Rockies traversed by the Grand Trunk Pacific.

The "International Limited," Canada's finest and fastest train, is the train *de luxe* of the Grand Trunk Railway System and leaves Montreal every day in the year for all points west.

Tourists visiting Montreal can go by boat or rail to Quebec, and thence through the White Mountains of New Hampshire. The Quebec Central Railway is a favorite tourist route from Quebec to all points in the White Mountains. Leaving Lévis, a magnificent view is obtained of Quebec and the majestic River St. Lawrence. As the train follows the river for several miles, the traveller is enabled to see to advantage the Beauport slopes and the Falls of Montmorency. Presently the train is abreast of the Isle of Orleans,

whose low shores, with their expanse of farmland and groves of pine and oak, are still as lovely as when the wild grape festooned the primitive forests and Cartier named it "Isle Bacchus." The line runs past several typical Canadian villages and through the valley of the Chaudière river. Through this valley Benedict Arnold marched his army to Quebec one hundred and thirty years ago. The scenery now hardly suggests the difficulties he had then to encounter. Thetford is celebrated for its asbestos mines. Black Lake Station receives its name from the beautiful lake lying deep among the hills far below the railway. The district abounds in lakes and streams, wild and romantic scenes, and boundless forests. Here also are rich mines of asbestos, iron, marble and soapstone. At Dudswell a junction is made with the Maine Central Railroad, a direct route to the heart of the White Mountains and the coast of Maine. Along the banks of the St. Francis River, through a rich farming district, then over a series of deep ravines, through which raging torrents run, and Sherbrooke is reached. Connection is made here with the Grand Trunk Railway for Portland, the Boston and Maine Railroad for Newport, Boston and New York, and the Canadian Pacific Railway for points east.

Every new railway in Canada opens up country that has the charm of unsurpassed combinations of woodland, river and lake. The Canadian Northern—new short line between Quebec, Montreal and the Saguenay—has many special attractions. It skirts the St. Lawrence for some forty miles, giving a grand view of the mighty river at its most picturesque section, and affording as well a splendid variety of scenery, lake, stream, woodland and farm. The foothills of the Laurentian Mountains—a delight to the tourist—the beautiful St. Charles Valley and Cap Rouge lend a special interest to the traveller. Do not miss Lake St. Joseph, 20 miles from Quebec, and its beautiful hotel, 600 feet above the sea.

At Cap Rouge Jacques Cartier wintered in 1541. Many places on this line are associated with the final fight with France made for the possession of the northern half of North America.

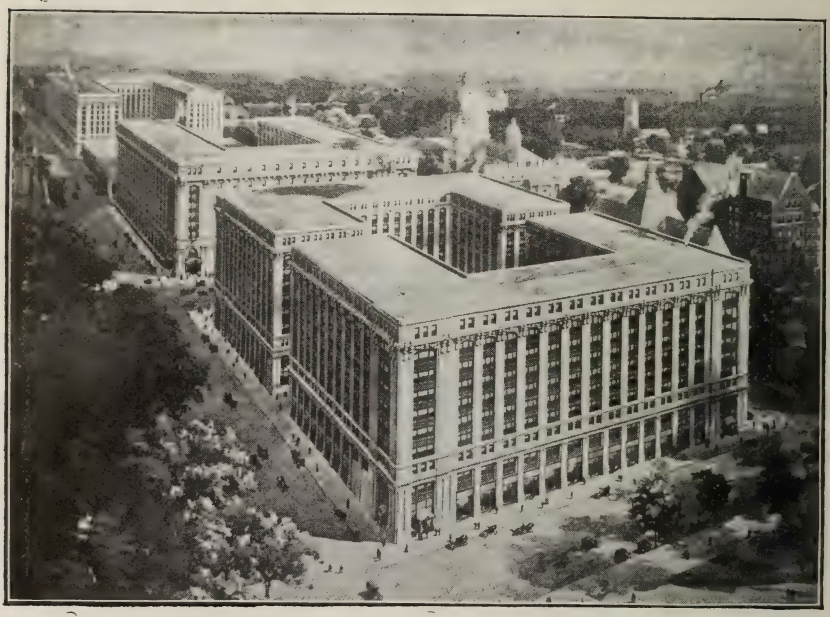
The last river-side station you pass is Portneuf; but there is a station for Deschambault, the village of pilots. There are nearly forty St. Lawrence pilots living in Deschambault. Pilotage on the St. Lawrence is almost like the House of Peers in its hereditary quality. There is a social, not to say moral distinction about the holder of a certificate that gives to this most delightful of French-Canadian villages a character and interest of its own.

The difficulty of securing a suitable entrance for the Canadian Northern Railway into Montreal was one of the most formidable

MONTREAL'S MONUMENTS

Monument to the late Sir John A. Macdonald, on Dominion Square.

problems that ever confronted a railroad, and there were many people who were of the opinion that a C.N.R. owned entrance would never be had. But the company rose to the occasion and surprised the country by announcing that it would enter the city by a tunnel under Mount Royal, coming to the surface in the very heart of the city and thereby securing a passenger terminal as central as that of any other railroad already in Montreal.



Proposed Montreal Terminal of the Canadian Northern Railway.

The tunnel is $3\frac{1}{10}$ miles long, of twin tube type, its sectional dimensions being 23.5 feet high by 31 feet wide. There is only one slight curve to prevent it from being a perfect tangent, and only sufficient grade (0.6% down toward the city) to insure proper drainage. All trains through the tunnel will be operated by electricity and every precaution for safety has been made.

In Ontario, the Canadian Northern Ontario Railway—the Lake Shore lines of the Muskokas—has a unique entrance to the Highlands of Ontario, and besides giving a direct access to the Muskoka Lakes, serves, from Parry Sound north to Ruel, some of the finest sporting territory in Eastern Canada, where there is an abundance of all kinds of fish and game, furred, feathered and antlered.

The Ottawa-Capreol line runs through the northern portion of Algonquin National Park, where the woods are full of wild life and

MONTREAL'S MONUMENTS

Monument on Dominion Square, to the Canadians who fell in the South African War.

the best trout fishing is to be found. The Canadian Northern Ontario now provides quick access to that magnificent chain of lakes known as the Rideau District, that bids fair to be as popular as Muskoka. Stations are established at Chaffey's Locks on Lake Opinecon, and Portland on the Big Rideau; while one of the company's branch lines runs to Newboro on Newboro Lake, and Westport on Little Rideau.

In Nova Scotia, the Halifax and South Western, one of the Canadian Northern lines, has opened up seven hundred miles of the ocean shore line between Halifax and Yarmouth for the delectation of the summer tourist and sportsman.

In the West, beginning at Port Arthur, there has been opened up a wonderful country from Thunder Bay to the Lake of the Woods, and culminating in a thousand miles of wheat-fields, half of which are through the amazingly picturesque and fertile Saskatchewan Valley.

The Canadian Northern System has 7,200 miles in operation, some 2,000 under construction, and is truly a characteristic feature of the development of Twentieth Century Canada, and within a year will be a trans-continental line.

The Canadian Northern Atlantic Steamships—the Royal Line plying between Bristol, the hub port of Great Britain and Quebec and Montreal. The new triple screw steamers, "Royal George" and "Royal Edward," are the most luxuriously appointed and fastest steamships in the Canadian trade, and in connection with a two-hour train service over the Great Western Railway to London, Eng., effect a considerable reduction in time over all existing routes. The American traveller, *viâ* the St. Lawrence route, now gets better accommodation than *viâ* New York, at no greater cost, and a trip through lower Canada and one thousand miles of sheltered waters thrown in.

Quebec, New Brunswick, Nova Scotia and Prince Edward Island, form one glorious summer land. The increase of visitors from year to year is sufficient evidence that their natural attractions are becoming more appreciated. And the increase is particularly noticeable in the number of families who make their summer-homes at the many resorts by the sea, where accommodation can be obtained at a reasonable cost, and the sea-bathing and boating delightful and perfectly safe.

The Intercolonial Railway with its Western terminus at Montreal and main lines running to the Atlantic ports, St. John, Halifax and the Sydneys, traverses this portion of the Dominion. Its two through trains, "Maritime Express" and "Ocean Limited," are well and favourably known, and there is no exaggeration in the

statement that for excellence of sleeping and dining-car arrangements they are not surpassed on the continent.

What are known as the Lower St. Lawrence resorts, Murray Bay, Rivière-du-Loup, Cacouna, Bic, Little Metis, are in particular favour with residents of Montreal and other eastern Canadian cities, though many Americans make their summer homes there. The St. Lawrence Special, a solid vestibule train of sleeping cars, leaves Bonaventure Union Depôt Monday, Wednesday and Friday evenings for these resorts.

Matapedia Valley with its thirty miles of unrivalled beauty is traversed in daylight by the Ocean Limited.

Baie-des-Chaleurs, Straits of Northumberland, Bay of Fundy, backed by forests of spruce and pine, have unlimited possibilities for the yachtsman and deep-sea fisherman.

The Cascapedia, Matapedia, Upsalquitch, Restigouche, Nipisiguit, Miramichi, Medway, Margaree and Mira are rivers so well known that their names have only to be mentioned to whet the appetite of any salmon and trout angler, while the forests abound in big game—moose, caribou, deer and bear.

St. John and Moncton with their tidal phenomena, Prince Edward Island with its abundance of surf bathing and all other summer enjoyments, Halifax, the Canadian naval and military station, the beautiful Cape Breton country can only be mentioned here as being ideal in every respect for a summer holiday.

"Storied Halifax," "St. John—The City of the Loyalists," "Prince Edward Island—The Garden of the Gulf," "Quebec—The Ancient Capital," "Bras d'Or Lakes," "Hunting in New Brunswick," are the names of some of the descriptive booklets issued by the Intercolonial Railway, and free copies can be obtained at the Passenger Office, Transportation Building, 122 St. James street, Montreal, or by writing to the General Passenger Department at Moncton, N. B.

The steamers of the Canada Steamship Lines, Limited, leave Montreal every evening for a delightful night-ride to the quaint old walled city of Quebec, returning the following evening, so that a pleasant day may be spent in Quebec, with two nights on the steamer. The surroundings of Quebec are also very interesting, and Montmorenci Falls and the shrine of St. Anne de Beaupré are well worth a visit.

Steamers leave daily for Prescott, thus affording an opportunity of viewing the most wonderful chain of canals in the world, and the exciting experience of shooting all the rapids on the return journey. The trip only occupies a day and a half.

When making the trip to Quebec, if time will permit, the tourist should not miss the opportunity of making a side trip down the picturesque Lower St. Lawrence and up the far-famed Saguenay river. The beauties of these two rivers are unequalled on the continent, the trip up the Saguenay being practically a trip through the mountains, not in a birch-bark canoe, but in a palatial steamer, replete with all modern improvements.

Montreal a Sporting Centre.

Montreal has much to offer in the way of recreation, being the sporting centre of the Dominion, and at all seasons of the year appropriate contests may be seen. In Montreal will be found pastimes peculiar to Canada, and in no other city on the continent are these peculair games played with such skill.

Lacrosse is the national game of the country, and its season extends from May until October. Hockey is the national winter game. In addition to these strictly Canadian games, football (both Rugby and Association), cricket, golf, polo, yachting, rowing and canoeing flourish, and all field sports are well patronized. Ice racing is a feature of winter sports; whilst for tobogganning and skating no city in the universe furnishes such opportunities for three months in the year.

Tourists are invited to call at the Information Bureau of the Montreal Business Men's League.

MONTREAL CAB TARIFF

ONE-HORSE VEHICLES

Fifteen Minutes	One or two persons, $0.50	Three or four persons, $0.75
Thirty Minutes	One or two persons, 0.75	Three or four persons, 1.00
Forty-five Minutes	One or two persons, 1.00	Three or four persons, 1.25
By the Hour	One or two persons, 1.25	Three or four persons, 1.50

TWO-HORSE VEHICLES

Fifteen Minutes	One or two persons, $0.75	Three or four persons, $1.00
Thirty Minutes	One or two persons, 1.00	Three or four persons, 1.25
Forty-five Minutes	One or two persons, 1.50	Three or four persons, 1.75
By the Hour	One or two persons, 1.75	Three or four persons, 2.00

BAGGAGE

For each trunk carried in any such vehicle, 25c. No charge is made for hand baggage.
Fractions of hours for any drive exceeding one hour shall be charged at pro rata rates.
For drives between midnight and four o'clock in the morning, 50% shall be added.
No charge for children under five years of age when sitting on passenger's lap.
The tariff by time shall apply to all drives extending beyond the city limits, provided the engagement be made within said city limits.

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WRITE FOR INFORMATION.

MONTREAL BOARD OF TRADE

Tablets erected in Montreal to mark Historical Spots and Residences of the City's Pioneers.

Jacques Cartier, 1534-1535. On City Hall.
Samuel de Champlain, 1611. Place Royale.
The Seminary of St. Sulpice, 1657. Seminary Gate, Notre Dame St.
Landing of Montreal's founders, 1642. Custom House.
The first dwelling erected, 1643. Place d'Youville.
Hotel Dieu, 1644. Pine Avenue.
First Battle with Iroquois Indians, 1644. Royal Trust Building.
Governor of New France, 1648. Custom House.
Urbain Tessier, 1651. Royal Trust Building.
First Parish Church, 1656. 373 St. Paul Street.
First Public Square, 1657. 412 St. Paul Street.
Notre Dame-de-Bonsecours, 1657. Bonsecours Street.
Dollard des Ormeaux, 1660. 226 St. James Street.
Battle with Iroquois Indians, 1662. St. André Street,
Sieur de La Salle, 1668. 496 St. Paul Street. [cor. Lagauchetière.
De Vaudreuil, 1723. St. Paul and Jacques Cartier Square.
Second Parish Church, 1672. Place d'Armes.
Recollet Fathers, 1692. Notre Dame and St. Helen.
Sieur Duluth, 1675. Notre Dame and St. Sulpice Streets.
De Laprairie, 1st School, 1683. 54 Notre Dame Street West.
La Mothe Cadillac, 1694. Leeming-Miles Building.
Marie Therese Gannansagouas, 1695. Old Tower, Sherbrooke St. West.
First Historian—Dollier de Casson, 1701. 71 Notre Dame St. West.
De Ramezay, 1703. 186 Notre Dame Street East.
Notre Dame de Victoire, 1711. Congrégation de Notre Dame.
Père Charlevoix, 1725. Court House.
De Lotbinière, 1755. 47 St. Francois Xavier.
Recollets Gate, 1760. Notre Dame and McGill.
De St. Luc, 1817. Place Royale.
Château de Ramezay, American Headquarters, 1776. 186 Notre
First Synagogue of Canada, 1777. Court House Square. [Dame E.
Joseph Frobisher, Beaver Hall, 1800. 27 Beaver Hall Hill.
Hon. John Molson, 1809. 906 Notre Dame East.
Christ Church Cathedral, 1814. 5 Notre Dame Street West.
St. Pauls Church, 1831. 26 St. Helen.
Papineau House. 20 Bonsecours Street.
Forretière House—General Montgomery, 1775. 158 Notre Dame W

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Under the auspices of the Montreal Board of Trade

Officers, 1913-1914

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Leeming-Miles Building, corner Notre Dame St. and St. Lawrence Boulevard
MONTREAL

Travellers wishing particulars concerning Montreal or any portion of Canada, can obtain same by applying to the Tourists' Information Bureau, either by letter or in person.

Telegrams and letters for tourists may be sent in care of the Information Bureau.

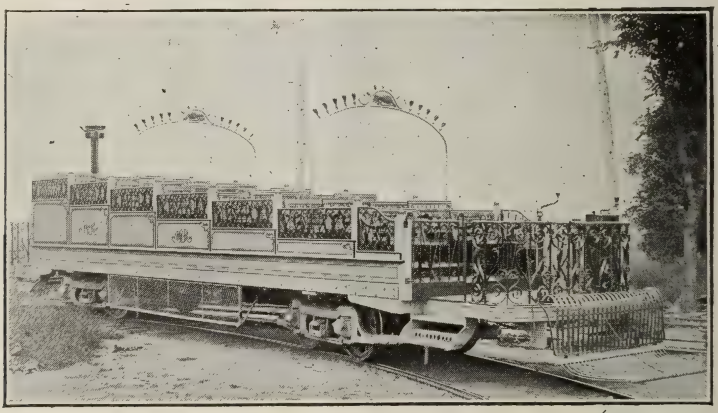
SHOPPING LISTS FURNISHED

Places of Interest in Montreal

City Hall and Court House,
Château de Ramezay,
Bank of Montreal,
Canadian Bank of Commerce,
Bonsecours Market,
Post Office,
Board of Trade,
Stock Exchange,
Art Gallery,
Our Handicrafts Shop,
McGill University,
Royal Victoria Hospital,
Hôtel-Dieu,
Montreal General Hospital,
Western General Hospital,
St. James Cathedral,
Place Viger Hotel,
The Colonial House,
Notre-Dame Church,
Christ Church Cathedral,
St. James Methodist Church,
The Jesuits' Church,
Notre-Dame-de-Bonsecours,
Montreal College,
Jesuits' College,
Y. M. C. A. Building,
Masonic Temple,
Grey Nunnery,
Laval University,
Desjardins' Building,
Seminary of St. Sulpice,
The Old Towers, Sherbrooke Street,
Windsor Street Station,
Bonaventure Station,
The Technical School,
City & District Savings Bank.

Monuments

Queen Victoria, Victoria Square,
King Edward, Phillips Square,
Nelson's Column, Jacques Cartier Square,
The Ship Fever Monument, St. Patrick's Square,
Jacques Cartier, St. Henri,
Maisonneuve, Place d'Armes,
Hon. John Young, Place Royale,
Mgr. Bourget, Dominion Square,
South African Soldiers, Dominion Sq.,
Sir John A. Macdonald, Dominion Sq.,
Chenier, Place Viger,
Obelisk to the Founders of Montreal, Place Youville,
McTavish, Head of McTavish Street,
Bishop Fulford, Union Avenue,
Jeanne Mance, Hôtel-Dieu.



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